

To Let.

DWELLING HOUSES—
Nos. 2 and 4, RYAN TERRACE,
"HARFORD," at MAGAZINE GAP.
"THE KENNELS," at MAGAZINE GAP.
A FLOOR in BLUE BUILDING,
"EARNSTOWN" and "RAVENHILL," East and West.
GODOWNS in BLUE BUILDING,
No. 3, VICTORIA VIEW, KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, November 18, 1896. 2185

To Let.

5-ROOMED BUNGALOW "RHEDA,"
BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. CO.,
No. 22, PRINCE STREET.
Hongkong, June 8, 1896. 1177

To Let.

NOS. 2 and 3, STEWART TERRACE
—(The Park).
Apply to
J. W. NOBLE.
Hongkong, August 28, 1896. 1742

Intimations.

AN EFFECTUAL STOP

IS PUT TO ALL ANXIETY

BY
THE NEW GUARANTEED CASH
VALUE POLICY
OF THE
'EQUITABLE.'

This Policy provides three things: (1) Protection for the family; (2) Provision for the assured's later years; (3) A valuable investment.

When three annual premiums have been paid the policy acquires yearly thereafter three distinct GUARANTEED values in (1) paid-up assurance; (2) Cash; (3) Loan at 5 per cent.

This policy is pronounced by experienced men of business to be the best and most liberal contract of life insurance ever issued; and it is offered by the office having the splendid SURPLUS of \$3,500,000 sterling to support the GUARANTEES.

Full Particulars and Illustrations from the GENERAL AGENTS,
SHEWAN, TOMES & CO.,
or
J. T. HAMILTON,
Manager for the East.
Hongkong, October 27, 1896. 2157

Kinghorn & Macdonald,

Consulting Mechanical Engineers
and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
APPLIANCES.

SPECIFICATIONS, DESIGNS and
DRAWINGS prepared for all classes
of STEAMSHIPS, MACHINERY and
BOILERS.

New Work and Repairs supervised.
Surveys undertaken and Reports prepared.

Telegrams: "KINGHORN," Hongkong.
Telephone: No. 141.
Postal Address: 17 PRINCE STREET.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD,
Hongkong, November 8, 1896. 2233

THE KORE HIGH SCHOOL

(Under English Management and Rules.)
ESTABLISHED, 1894.

Principals: Mrs. ROWE,
Miss ROWE.

ASSISTED by an efficient staff of
Teachers holding certificates from
Cambridge, Kensington, Trinity College
and International College of Music, London;
and Class Exhibition Medal for
Painting in Oil and Watercolours and
Needlework.

Kobe has been chosen for the establishment
of our "High School for European
Children" on account of its healthy
invigorating atmosphere, and its peculiar
suitability for delicate children.

1st September, 1896. 1764

Mitsui Bussan Kaisha,

No. 8, QUEEN'S ROAD, CENTRAL.

HEAD OFFICE: TOKYO.

BRANCH OFFICE: LONDON, NEW YORK,
HONGKONG, SINGAPORE, SHANGHAI, Kobe,
Yokohama, and all Ports in
Japan.

AGENCIES—
MINE COAL MINES,
ONODA COAL MINES,
KANADA COAL MINES,
TOKYO MARINE INSURANCE CO., LTD.,
MITSUBISHI FIRE INSURANCE CO., LTD.,
INTERNATIONAL COAST GUARDIAN CO., LTD.,
OYAMA CEMENT CO., LTD.,
KANEKAWA CEMENT CO., LTD.,
TOKYO COTTON SPINNING MILLS,
HAYASHI GLOVE FACTORY,
Hongkong, July 6, 1896. 1573

RIGAUD'S

EXTRACTS

Sweet Balm from Flowers.

RIGAUD'S WHITE VIOLETS.

RIGAUD'S WHITE ROSE.

RIGAUD'S WHITE JASMINE.

RIGAUD'S WHITE LILAC.

RIGAUD'S WHITE HELIOTROPE.

RIGAUD'S MELAT.

RIGAUD'S YLANG-YLANG.

RIGAUD'S POINCEAU ROYAL.

CHERRY & CO. GENERAL PARTNERS.

10, QUEEN'S ROAD, CENTRAL.

For Sale by A. S. YOUNG & Co. (Limited).

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship
"Tosca," Captain RILEY, will be
despatched as above TO
MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 20, 1896. 2238

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR SINGAPORE, COLOMBO AND
BOMBAY.

(Calling at TUTICORIN on the Homeward
Voyage).

The Co's Steamship
"Mike Maru,"
Captain RILEY, will be
despatched for the above
Ports on SATURDAY, the 21st instant, at
4 p.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.

Hongkong, November 17, 1896. 2261

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN &
QUEENSLAND PORTS and taking
through Cargo to ADELAIDE, NEW
ZEALAND, TASMANIA, &c.)

The Steamship
"Mennar,"
Captain CHASE, will be
despatched for the above
Ports on WEDNESDAY, the 25th instant,
at Daylight.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures a plentiful supply
of Fresh Provisions, Ice, &c., throughout
the voyage.

A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 17, 1896. 2316

WARRACK LINE OF STEAMERS.

FOR NAGASAKI AND KOBE.

The Steamship
"Cromarty,"
Captain DUNCAN, will be
despatched for the above
Ports on WEDNESDAY, the 25th
instant.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.

Hongkong, November 16, 1896. 2296

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

The Co's Steamship
"Shantung,"
Captain FRAMPTON, will
be despatched as above
on WEDNESDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 18, 1896. 2291

FOR NEW-YORK VIA SUEZ CANAL.

TO FOLLOW THE S.S. "Arabia."

The Steamship
"Cleopatra,"
Captain L. WIGLEY, will
be despatched for the above
Port on or about the 27th November,
instead of as previously advertised.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, November 16, 1896. 2189

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship
"Ulysses,"
Captain RILEY, will be
despatched as above on
SATURDAY, the 6th December.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 16, 1896. 2232

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE,
COLOMBO, PORT SAID, MARSEILLES,
LONDON & ANTWERP.

The Co's Steamship
"Yamaguchi Maru,"
Captain ALLEY, will be
despatched for the above
Ports on FRIDAY, the 11th December, at
Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.

Hongkong, November 10, 1896. 2260

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or Crew of
the following Vessels, during their stay in
Hongkong Harbour—

CHAS. MACALAN, British ship, Captain
John H. Templeton—Government.

CHAS. MACALAN, American ship, Captain
John H. Templeton—Government.

CHAS. MACALAN, British ship, Captain
John H. Templeton—Government.

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John H. Templeton—Government.

CHAS. MACALAN, British ship, Captain
John H. Templeton—Government.

Shipping.

Sailing Vessels.

FOR BALTIMORE.

The 3/3 A.L. American Ship
"El Capitan,"
Captain CLARK, shortly ex-
pected, will load here for the
above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, October 17, 1896. 2090

FOR NEW YORK.

The 3/3 A.L. American Ship
"Raid Mark,"
Dunlop, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, August 28, 1896. 1741

FOR NEW YORK.

The 3/3 A.L. American Ship
"William H. Smith,"
Wilson, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, October 10, 1896. 2114

FOR SAN FRANCISCO.

The 100 A.L. British Ship
"Clan Macfarlane,"
Templeton, Master, will load
here for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, October 9, 1896. 2034

Mails.

STEAM FOR

STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship "RAVENNA," Captain
E. STREZ, carrying Her Majesty's
Mails, will be despatched from this
for BOMBAY, &c., on THURSDAY,
the 2nd December, at Noon, taking Pas-
sengers and Cargo for the above Ports.

(This Steamer connects at Bombay with
the Steamship "CARTAGE," leaving that
Port on the 26th DECEMBER, for LON-
DON Direct).

Silk and Valuable Mail Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Passengers will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office.
Hongkong, November 10, 1896. 2338

NORTHERN PACIFIC

STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the Pacific Coast and to the In-
terior and Eastern Cities of the United
States and Canada and to Europe.

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class
Table.

HONGKONG TO NEW YORK, \$850.

The Railroad travelling is second to none
on the Pacific Coast, and the magnificent
Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
Lines.

HONGKONG TO TACOMA, \$225.

Rates of Passage to other Points on ap-
plication.

Special rates allowed to members of Go-
vernment Service.

Proposed Sailings from Hongkong.
(Subject to Alteration.)

Tacoma, 2549 Tuesday, Dec. 2.

Victoria, 3107 Tuesday, Dec. 29.

Olympia, 3608 Tuesday, Jan. 19.

Bremerton, 3601 Tuesday, Feb. 9.

Tacoma, 2549 Tuesday, Mar. 2.

THE Steamship "TACOMA," Captain
T. A. WHISTLER, R.N., sailing at
Noon, on THURSDAY, the 6th December,
will proceed to YOKOHAMA (R.O.), and
TACOMA (Wash.) via SHANGHAI,
KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canada and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of the Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Passengers must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & CO.,
General Agents.

Hongkong, November 18, 1896. 2337

Mails.

Occidental & Oriental Steam-Ship Company.

PAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.
Belgia (via Shanghai),
Nagasaki, Kobe,
Inland Sea, Yoko-
hama and Honolulu)
Coptic (via Shanghai),
Nagasaki, Kobe,
Inland Sea, Yoko-
hama and Honolulu)
Gaelic (via Shanghai),
Nagasaki, Kobe,
Inland Sea and
Yokohama)

Tuesday, Nov. 24,
at noon.

Thursday, Dec. 10,
at noon.

Tuesday, Dec. 29,
at noon.

THE Steamship "BELGIA" will be
despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 24th Novem-
ber, at Noon.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
to the United States, should be sent to the
Company's Office, addressed to the Dis-
cutor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to

Eight. Lowest. China

肉食

Pereb,	catty	140	—	鱈魚
Pike,	"	—	—	花斑魚
Plaice,	"	—	—	白鰈魚
Pomfret, White,	"	160	—	白鰻魚
Pomfret, Black,	"	100	—	黑鰻魚
Prawns,	"	200	—	明蝦
Ray,	"	80	—	琵琶沙
Rock Fish,	"	80	—	狗魚公
Roach,	"	—	—	石斑
Salmon, (Canton),	"	160	—	馬友魚
Shark,	"	—	—	魚
Salt Fish,	"	160	—	鹹魚
Skate,	"	50	—	魚
Shrimps,	"	120	—	蝦
Snapper,	"	150	—	鯉魚
Solea,	"	120	—	沙撈越
Tench,	"	—	—	口魚
Trotol,	"	110	—	鮎魚
Turtles, small, fresh water,	"	350	—	小長鱉
Whiting,	catty	—	—	魚
White Bait,	"	—	—	鱒仔

集子

Apples, (California),	each	150	金山平果
" (Tientsin),	"	—	天津平果
" (Japan),	"	—	日本平果
Mangoes, fragrant,	"	30	香蕉
" (brides),	"	60	山香蕉
Chestnuts, Chinese,	"	80	楓栗
Carambola,	"	100	楊桃
Citronatus,	each	60	佛手
Ground Nuts,	each	100	花生
Grapes,	"	180	鮮提子
Lemons, China,	"	60	檸檬
" Peel,	"	—	桔餅
Liches, Dried,	"	250	荔枝乾
" Fresh,	"	—	荔枝
Limes,	"	—	檸檬
Mango, (Gau),	each	—	芒果
" (Manila),	"	—	女呂宋
Mangosteens,	dozen	—	山竹
Oranges, Sweet,	each	60	新會柑
" Green,	"	40	青柑
" Red,	"	—	紅柑
Olives,	"	80	桔攪
Pine-apples,	each	—	平地梨
Pears,	each	—	沙梨
" (Tientsin),	"	120	天津雪梨
Pumelo,	each	60	柚
" (Siam),	each	80	暹羅柚
Peach, (Sweet),	"	—	蜜桃
Raisins, Muscatel,	"	—	葡萄乾
" Pudding,	"	—	檸檬
Water Chestnuts, com.	"	40	馬蹄
" Mandarin,	"	60	檳榔
Walnuts,	"	100	核桃

生口

Chicken.	each	220	仔雞
Capon.	"	300	雞
Ducks.	each	150	鴨
Doves.	"	—	鴿
Eggs, Hen	doz.	120	雞蛋
" Duck	"	110	鴨蛋
Fowls.	each	170	雞
Geese.	"	180	鴨
Hares.	each	550	兔
Musk Deer.	"	—	仔獐
Partridges.	"	400	鴿
Pigeons.	"	160	鴿
Pheasant.	brace	\$1.10	山雞
Rice Birds.	doz.	400	花鳥
Quail	each	110	白雞
Snipe.	"	170	沙雞
Turkeys, Cock.	each	550	火雞
" Hen.	"	350	公雞
Teal.	each	350	鴨
Wild Ducks.	pair	\$1.00	水鴨

海濱

Barbel,	catty	110	魚
Bream,	"	—	魚
Bombay Ducks,	100 pieces	200	魚
C'ton Fresh Water Fish, .	catty	—	魚
Carp,	"	100	魚
Catfish,	"	—	魚
Codfish, Salt,	"	—	魚
Crabs,	"	150	魚
Cuttle Fish,	"	80	魚
Dab,	"	100	魚
Dace,	"	90	魚
Dog Fish,	"	—	魚
Eels, Congor,	"	—	魚
" Fresh water, . . .	"	800	魚
Eels, Yellow,	"	180	魚
File Fish,	"	—	魚
Frogs,	"	200	魚
Fresh Fish,	"	100	魚
Garoupe,	"	280	魚
Gardoupe,	"	80	魚
Grouper,	"	140	魚
Herrings,	"	100	魚
" smoked,	box	—	魚
Hallbut,	catty	100	魚
Latroa,	"	100	魚
Loach,	"	140	魚
Lobster,	"	180	魚
Machano,	"	—	魚
Monk Fish,	"	—	魚
Mullet,	"	180	魚
Oysters,	"	150	魚
Parrotfish,	"	120	魚

Vegetables, &c.			菜蔬
Artichokes, Shanghai, . . . catty	50	—	上海洋菜
Bean, (French), . . . "	120	—	佛蘭西豆
Long, . . . "	120	—	長豆角
Beet Root, . . . each	40	—	紅菜頭
Brinjals, Green, . . . catty	80	—	紅茄
Red, . . . "	—	—	白茄
Bruselas, . . . "	20	—	洋菜
Bamboo Shoots, . . . "	60	—	竹筍
Cabbage, Chinese com. . . "	30	—	芥菜
Cabbage, Shanghai, . . . each	80	—	椰菜
Cauliflower, . . . "	—	—	花椰菜
Carrots, . . . catty	40	—	金筍
Celery, Chinese, . . . "	50	—	芹菜
English, . . . "	140	—	洋芹
Chilies Dried, . . . "	180	—	辣椒
Red, . . . "	90	—	紅花柳
Curry Root, English, . . . "	40	—	胡椒
Cucumbers, . . . "	80	—	胡瓜
Blister Squash, . . . "	—	—	青瓜
Garlic, . . . "	40	—	蒜頭
Ginger, young, . . . "	50	—	新子薑
Horse Radish, S'wai, . . . "	120	—	板根
Indian Corn, . . . "	—	—	粟米
Lettoice, (English), . . . each	10	—	生菜
Mushrooms, Fresh, . . . catty	—	—	洋生草菇
Onions, Bombay, . . . "	60	—	洋蔥
Green, . . . "	40	—	生蔥
Shanghai, . . . "	—	—	上海葱
Japan, . . . "	—	—	日本葱
Okraes, . . . "	140	—	毛茄
Parley, English, . . . bushels	10	—	洋薏米
Potatoes, Sweet, . . . catty	20	—	番薯
Shanghai, . . . "	—	—	上海薯
Japan, . . . "	30	—	日本薯
American, . . . "	—	—	花旗薯
Fouchow, . . . "	—	—	福州薯
Macao, . . . "	—	—	澳門薯
Pumpkin, . . . "	20	—	冬瓜
Purpline, . . . "	20	—	紫仔菜
Papaw, . . . "	25-30	—	木瓜
Radish, . . . dozen	20	—	紅蘿蔔
Rice, best quality, per bush.	\$4.50	—	白米
Common . . . "	\$4.10	—	上白米
Shallow, . . . catty	90	—	乾菜
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Tomatoes, . . . "	50	—	番茄
Taro, . . . "	80	15	芋頭
Turnip, Fann, (Long), each	20	—	白蘿蔔
Yam-bell Market, . . . catty	80	—	薑
(Long), . . . "	—	—	長薑
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Wm. MAUDONALD,
General Manager of Messrs.

A JAPANESE NEWSPAPER ON WAR PREPARATIONS.

navy extension. Its arguments are substantially identical with the opinions of the

Kobe Chronicle on the question, and we cannot but think it is a hopeful sign that the Japanese are awakening to the fact that the arts of peace should be practised in the arts of war, and that the latter should be based on the former and theoretical ingenuity. We summarize the article of the Tokyo paper as follows:—

The cry for the extension of war preparations has become so very powerful in the political arena after the war that apparently no one is hesitating to support it. The warm Unionists, who claim to be the warmest friends of the Navy and Army, down to the Liberals and Progressives, who, for a long time past, strongly opposed the so-called 'Martial Government' and the extension of military expenditure, they are all now prepared to sacrifice everything for the extension of war preparations. They now humbly kneel down in the presence of the proposal for the augmentation of army divisions and of conscription, and they are ready to answer the question of the extension of war preparations is invariably spoken of in the same breath with the question of the 'national prestige.' This peace of the world at present is described, in strong terms, as an 'armed peace,' though according to some thinkers, the nature of this 'peace' is not maintainable by the army and navy alone. Has not Russia, for instance, enhanced her influence over China and Korea, without troubling to put a single soldier in the field? Is it strange that, among the most sceptical races, the latter have built a Russo-Chinese Bank and a Russo-Korean Railway? We don't denounce the war preparations as entirely unnecessary, but we are confident that the national prestige is not to be maintained by the war preparations alone. The Government is assisted to note how the political agitators of the present day show such extreme eagerness for precipitate extension of war preparations, needing everything for that purpose, the so-called Formosa, Hokkaido, and the Pacific Office, the army and navy river embankments, and everything. They cry: 'Those who oppose the war preparations are the nation's bitter enemies, and those who support it are the nation's friends.' This cry emanates from the mouths of those who are the most violent faction-mongers, supported by honest and sincere patriots who come of martial family. Frightened by this cry, statesmen generally connive at the injudicious excess in the increase of 'army and navy' and the extension of war preparations, express their approval of any increase of such outlay, only from an anxiety to obtain the support of the majority by hook or by crook. Such is the contempti-

To many writers the soldier has been

more—he has been a subject of study. Kipling has not been content with stereotyped phrases, like "thin red line" and "red hero," he has gone further, and has entered the life of the soldier, and what is more, has made it his duty to tell the truth about it. Readers appreciate the soldier's life.

[illegible]

"My Lord the Elephant!" shows Mulvaney in a different aspect. The elephant is broken loose, and has spread ruin in his path, like the 'Old Typhoon' that he is. Mulvaney flies to the friendly shelter of his neighboring carriage proprietor. Here he is rescued from the jaws of the infuriated beast. The elephant follows in hot haste, but Mulvaney, like a true general, takes the high position and temporizes, assisted not a little by the genial spirit, which afterwards saves him to drop on the elephant's back and drive his knees under the high flaps of the carriage, rolling the 'pale' of the ground for miles, or hours, or days, or years, or glorious. "He requests to be taken off 'murderin' volcans," and says that he is scarcely be expected to rough ride the whole stud. He appeals to the elephant's sensibilities, now with coaxing words, now with threats, but the King of the Beasts, without success—the elephant prevails with emotion, and afterwards the friendly relations are established between Mulvaney and the venerable Father Sin. Kipling has shown all the humor and pathos of the soldier's life, and he shows it in such a way as to leave behind a feeling of sympathy for the soldier. The soldier of the 'Widow' are true men, and their motto, as fully intilled by Father Mulvaney into the new recruits, is to 'Fight, honour the Queen, shoot straight, and keep clean."

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—

CLARA.—What shall I sing for you, Joe? Jack.—Have you a song with a refrain? Clara.—Yes, Jack.—Well, then, play the refrain.

—

CAS.—Any of you tell me why Lazarus is better? I asked the female teacher in a W. Ede. Sunday school. Why was Lazarus better? she repeated, solemnly. "Please, ma'am, recited a small boy, whose father was a murderer." "Because he didn't say 'No'."

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STRONG ENGLISH WORDS.

When a person says "I suffered cruel and painful pain," he expresses a fact in the strongest words afforded by the English language. The word "suffering" comes from *cruel*, a cross, and signifies the intensity of agony comparable only to that endured by one who undergoes the harrowing punishment of crucifixion. There are some diseases which, for a time, cause pain of this acute and formidable nature. I do not intend to tell you, when possible, is at once the impulse of humanity and the studious desire of science. Two brief examples may indicate what unceasing is attending the effort to both comfort and cure some of this kind.

"Nearly all my life," writes an intelligent woman, "I have borne the burden of what appeared to be incurable illness. I always felt weary, weary, and tired. My appetite failed, and after eating I had a cruel pain at my chest."

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and between the shoulders. Frequently the pain was so intense that I was impelled to loose my clothing and walk about the room. The nerves were disordered and irritable, and I was, consequently, easily disgusted and upset. My sleep was habitually light, and I seemed none the better for spending a night in bed. Taking medicine, although I craved of necessity, did not seem to do me much good. My strength came to be very weak. For a long time I got about feebly and with difficulty.

In August, 1887, I had an attack of rheumatic gout, which gave me the most horrible sufferings of my life. The complaint took the usual course and refused to yield to the ordinary treatment. Through the partial failure of the liver and kidneys, dropsy set in and my legs and arms were so swollen that I could not use them. The dropsy was confined to my bed for thirteen weeks. Remedies of every description were tried but to little purpose.

My brother, visiting me one day, said he had been cured of the same dropsy by a medicine he called Mother Seigel's Syrup. I got a bottle from Mr. Howell, the chemist, in Seven Sisters' Row, and after taking it felt a little easier. I continued taking it until I was able to get up. After taking it I could eat without pain or inconvenience, and in a few weeks' further use of the Syrup I was not only free from any local ailment, but felt better than I ever did in my life before. Since then I have taken it constantly, and need hardly, taking a dose of Mother Seigel's Syrup occasionally for some transient indisposition. I am sure it is thereby to public my letter. (Signed) Mrs. Elizabeth Rogers, 43, Faversham Road, London, E., December 31st.

"In January, 1892," writes another, "I had an attack of influenza, and was confined to my bed for several weeks thereafter. Subsequently I was so weak and unable to get up that I was obliged to use Mother Seigel's Syrup. What little food I forced down (having no appetite) gave me excruciating pain, so that I was obliged to eat. I came to be exceedingly weak and the frequent attacks of dizziness. I was soon reduced to a skeleton, and none thought I would recover.

"In June, 1892, Mr. Smith, a friend of ours, recommended me to try Mother Seigel's Syrup, which I at once procured of Mr. George Colman, 10, Abchurch Lane. After taking it for only one week I felt greatly benefited. I could eat better, and food agreed with me. Continuing with the Syrup I grew stronger and

was attacked by the influenza. You are free to print this statement if you wish to do so.
(Signed) Mr. Rath Halliday, 44, High Street,
Hockland Torward, Nottingham, March 19th,
1867.

Intense pain may or may not indicate urgent danger to life, but it is hard to bear, and very exhausting just the same. In cases of rheumatic gout (after known) the pain is caused by a poisonous acid in the tissues, originally produced by the decomposition of food in the stomach—indicated by dyspepsia. The same poison acting on the liver and kidneys creates the other symptoms mentioned. In the case of Mr. Halliday the ailment was dyspepsia, which in the first place invited influenza, and then remained to torment him.

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